

STATE OF CALIFORNIA	Job Stamp	7-day Const. Calendar	Day No. 492
DEPARTMENT OF TRANSPORTATION	SFOBB SAS	Project Work Day No.	Day No. 692
Form HC-10A (Rev. 6/80)	04-0120F4	Date	4/18/2008

Inspectors Hours	Start	0600	Stop	1700
Shift Hours	Start	0630	Stop	1700

ASSISTANT RESIDENT ENGINEER'S

CONTRACTOR – ABFJV

HOURS - ITEM NO.												REMARKS		
Equip. #	NO. MEN	DESCRIPTION (Of Equipment or Labor)	REGULAR	OVERTIME							IDLE OR DOWN	Name Contractor		
												Name	Contractor	
EQUIPMENT AND/OR LABOR:														
		Traylor Dutra												

Weather: Cloudy, cool, and breezy

Description of Operation:

This morning the Contractor informed Gina Rizzardo that they planned on testing the micropiles at A1 today. Abdikarim Ali called me to inform me of the same. Seong-Hyeok Song and I arrived as they were beginning the testing and Gina was already there on the footing with Abdikarim Ali. They tested the battered piles at this same location on Wednesday, April 16<sup>th</sup> and they were accepted. Today they started the testing around 0800 hours and continued until all 6 of the vertical piles were tested and accepted. After the testing, the crew left work early.

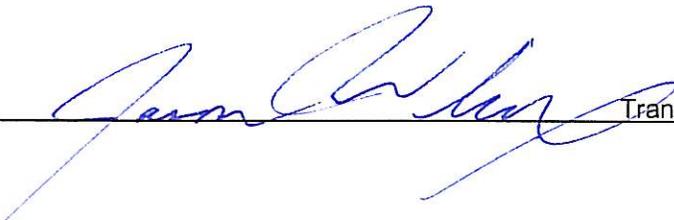
Since there has been a concern about the system used for independently measuring elongation, a level was brought out and set up on the top of the W2 foundation. Gilel Klebanov arrived with the transit and level in time to set up and check pile numbers 3, 4, 5, and 6. During testing, and while being held at 133% of the design load, the influence of the tested pile on it's adjacent piles was minimal. Photocopies of a metric ruler with millimeter marks was taped to the vertical bars used in the elongation measuring system. Through the level one can find a reference number that can be monitored during the test. While the test was going on it was observed that at maximum the adjacent piles moved 0.2 mm. The jack being used for testing was pushing against a 2" thick steel plate. On this steel plate, on either side of the bolt, were the two testing guages. During testing, as one guage read an increase of 0.02mm, the other one read the same, indicating that the guages were moving in unison. In short, the testing method of the Contractor seemed acceptable.

The crew on the DB 5 and the Big Digger spent the day mobilizing for pile driving next week.

Finalizing the micropile testing data and observing the workers at the DB 5 and the Big Digger took me until 1700 hours, accruing 2 hours of overtime.

Inspector:

Jason Wilcox



Trans Engineer (D)/Asst. Struct. Rep